

**Amendments to the Specification**

1.) Please amend paragraph [0003] as follows:

[0003] Others, including the present patentee, have developed magnet assemblies for conditioning fuel for purposes of increasing the fuel efficiency of engines. For example, U.S. Patent No. 5,080,080 (Melendrez), which ~~application~~ is incorporated herein by reference, discloses one or more magnets disposed adjacent a longitudinal portion of a fuel line and a shielding means of rubber for surrounding the magnet and the fuel line. U.S. Patent No. 5,271,369 (Melendrez), which ~~application~~ is incorporated herein by reference, discloses a device similar to that described in the '080 patent above, which further comprises a focusing bar that is disposed on the side of a fuel line opposite one or more magnets. Another system is described in U.S. Pat. No. 4,461,262 (Chow) and includes a first pair of magnets sandwiched about a fuel inlet line and a second pair of magnets sandwiched about a carburetor air intake. For each pair of magnets, like magnetic poles (e.g., both south poles) are aligned and diametrically opposite to one another, with the north pole being located toward the carburetor mixing zone so both the fuel and the air first flow between the two south poles, then between the two north poles. A further system described in U.S. Pat. No. 4,572,145 (Mitchell) has a magnet embedded in the upper portion of a plastic body. The plastic body has a pair of legs defining an open groove therebetween, which receives the fuel line. Two straps secure the fuel line within the groove. The magnet is separated from the fuel line by a portion of the plastic body. The plastic body of Mitchell does not surround or shield the fuel line, but rather leaves the lower portion of fuel line exposed to the environment. Another magnetic device is marketed by H. K. Research and Development, 33491 Calle Miramar, San Juan Capsitrano, Calif., as a HK-12 Unit. The H. K. Research and Development magnet is affixed to a standard fuel line by means of nylon straps. Although these units tend to increase the fuel economy of the engine to which they are attached, it has been found that additional increases in the fuel economy of an engine can be realized via the present invention.

2.) Please amend the "Brief Description of the Drawings" as Follows:

BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a perspective view of a fuel conditioning device according to the present invention;

Figure 2 is an exploded perspective view of an embodiment of a fuel conditioning device of the present invention;

Figure 3 is a broken perspective view of an embodiment of the invention;

Figure 4 is a sectional view of an embodiment of the present invention taken generally along line 4-4 of Figure 1;

Figure 5 is a broken perspective view of an alternative embodiment of the present invention;

Figure 6 is a perspective view of another alternative embodiment of the present invention;

Figure 7 is a broken perspective view of the embodiment of Figure 6;

Figure 8 is a broken perspective view of another embodiment of the present invention; and,

Figure 9 is a sectional view of the embodiment of Figure 8 taken generally along line 9-9 of Figure 8; and,

Figure 10 is an exploded perspective view of an embodiment of a fuel conditioning device of the present invention comprising a focusing bar.

3.) Please amend paragraph [0032] as follows:

[0032] Finally, it should be appreciated that any one of the above-described embodiments may also be configured to comprise one or more focusing bars arranged on that side of the fuel line opposite the magnet assemblies as substantially described in U.S. Patent No. 5,271,369 (Melendrez). By way of example, Figure 10 illustrates focusing bar 19 in association with a magnet assembly 10 comprising a single magnet.